

Planning Update Session

GDOT Sub-Recipient Workshop 2021

Planning Update Session

Matthew Wilson

- FTA Mobility for All Pilot
- Rural Human Services Plan Update

Ashley Finch

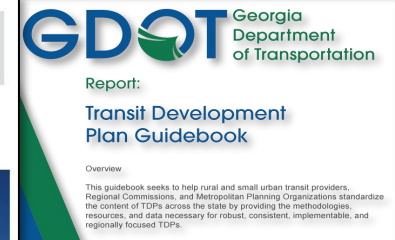
- Transit Development Plan Guidebook

David Thompson

- Intercity Bus Analysis

COORDINATED PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION INTERIM PLAN

ASSISTANCE PROVIDED UNDER FEDERAL TRANSIT ADMINISTRATION
PROGRAMS:
SECTION 5310, ELDERLY AND DISABLED
SECTION 5316, JOB ACCESS REVERSE COMMUTE
SECTION 5317, NEW FREEDOM





Rural and Human Services Transportation Regional Pilot Program

FTA Mobility for All Grant



SWTP – Rural Transit in Georgia

Opportunities

- Coordination of services among RHST systems administered by GDOT/DCH/DHS
- Rural population growth
- Unmet needs
- Limited knowledge of available services

Georgia Statewide Transit Plan

Improving Access and Mobility through 2050

Final Report

December 2020

The preparation of this report has been financed in part through a grant from the U.S. Department of Transportation, Federal Transit Administration, under the Urban Mass Transportation Act of 1964, as amended, and in part by the taxes of the citizens of the State of Georgia.



Legislative Background

2017 Session – House Resolution 848

House Commission on Transit Governance & Funding

Rural & Other Metro Areas Recommendations



Consolidated State Transit Agency

Consolidate small-urban and rural public transit (RPT), human services transportation (HST), and Medicaid non-emergency transportation (NEMT) programs in a single state transit agency



Regional "Mobility Zones"

Institute regional "Mobility Zones" to guide state transit planning and investment, with an independent authority in each region responsible for planning, coordinating, and administering public transit



Dedicated Transit Funding & Incentives

Implement new dedicated transit funding measures, while encouraging greater private-sector involvement and flexible delivery of services with tax credits and other incentive mechanisms

Rural and Human Services Transportation in Georgia

GDOT

Rural and Small Urban Public Transit

Public transit for rural (population <50K) and small urban (population 50K - 200K) areas

Funded by Federal, State, and Local sources

50% federal / 50% local for operating projects;
80% federal / 10% state / 10% local for capital projects

Operated by governmental entities or private non-profits

DHS

Coordinated Transportation System

Transportation for seniors, low-income families, individuals with disabilities, and vocational training

Funded by Federal sources and State sources to meet match requirements

Operated by governmental entities, private non-profits, for-profit companies



DCH

Non-Emergency Medical Transportation

Transportation to medically necessary services for eligible Medicaid members

Funded by Federal and State sources

67.3% federal / 32.7% state

Subcontractors selected and managed by brokers
LogistiCare and Southeastrans



FTA Mobility for All Grant Award

June 2020: FTA announced \$3.5M in Mobility for All Grant Awards

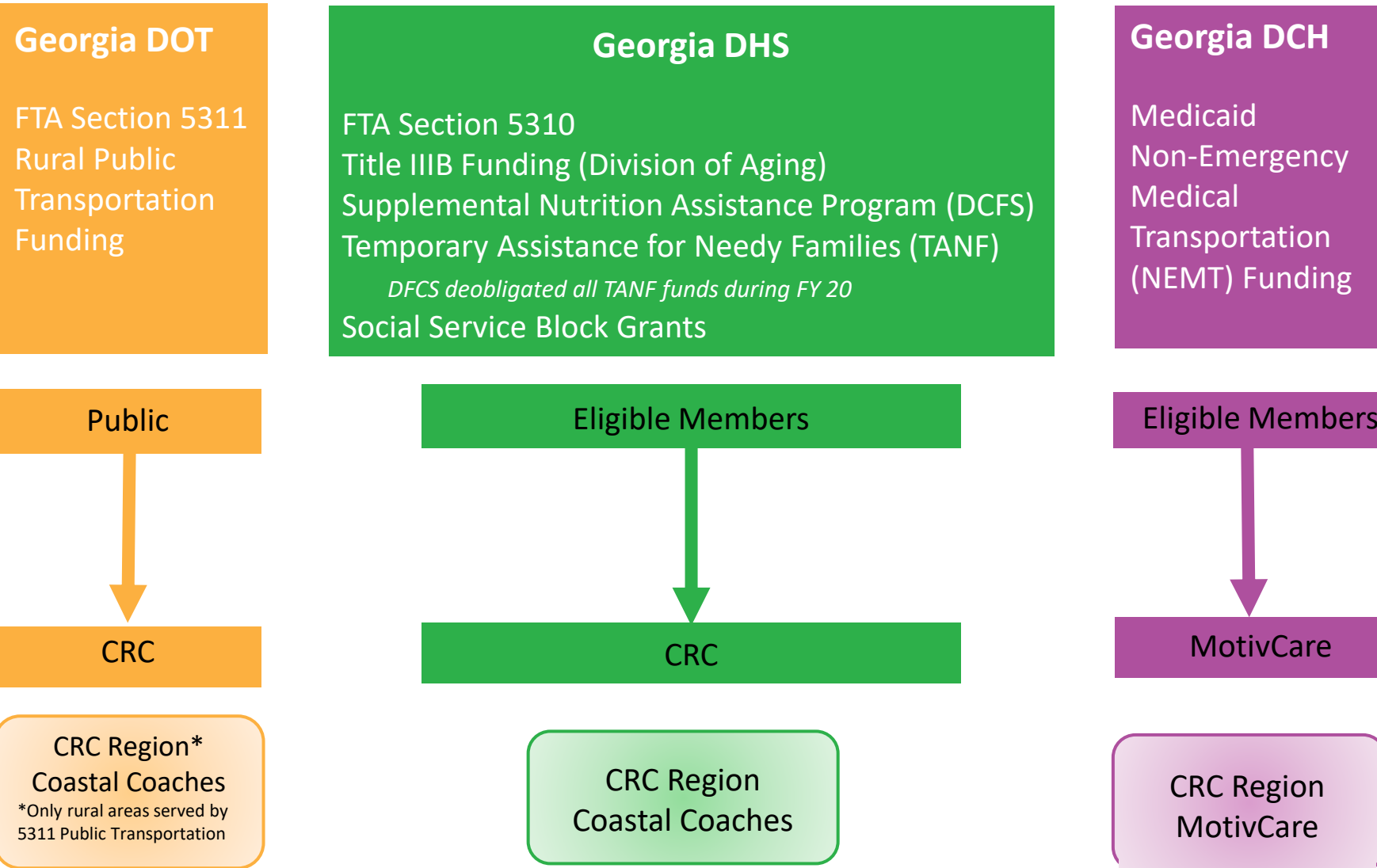
GDOT awarded \$120,000

- Hire Statewide Mobility Manager
- Implement RHST Pilot Program
- Develop Statewide Mobility Management Program

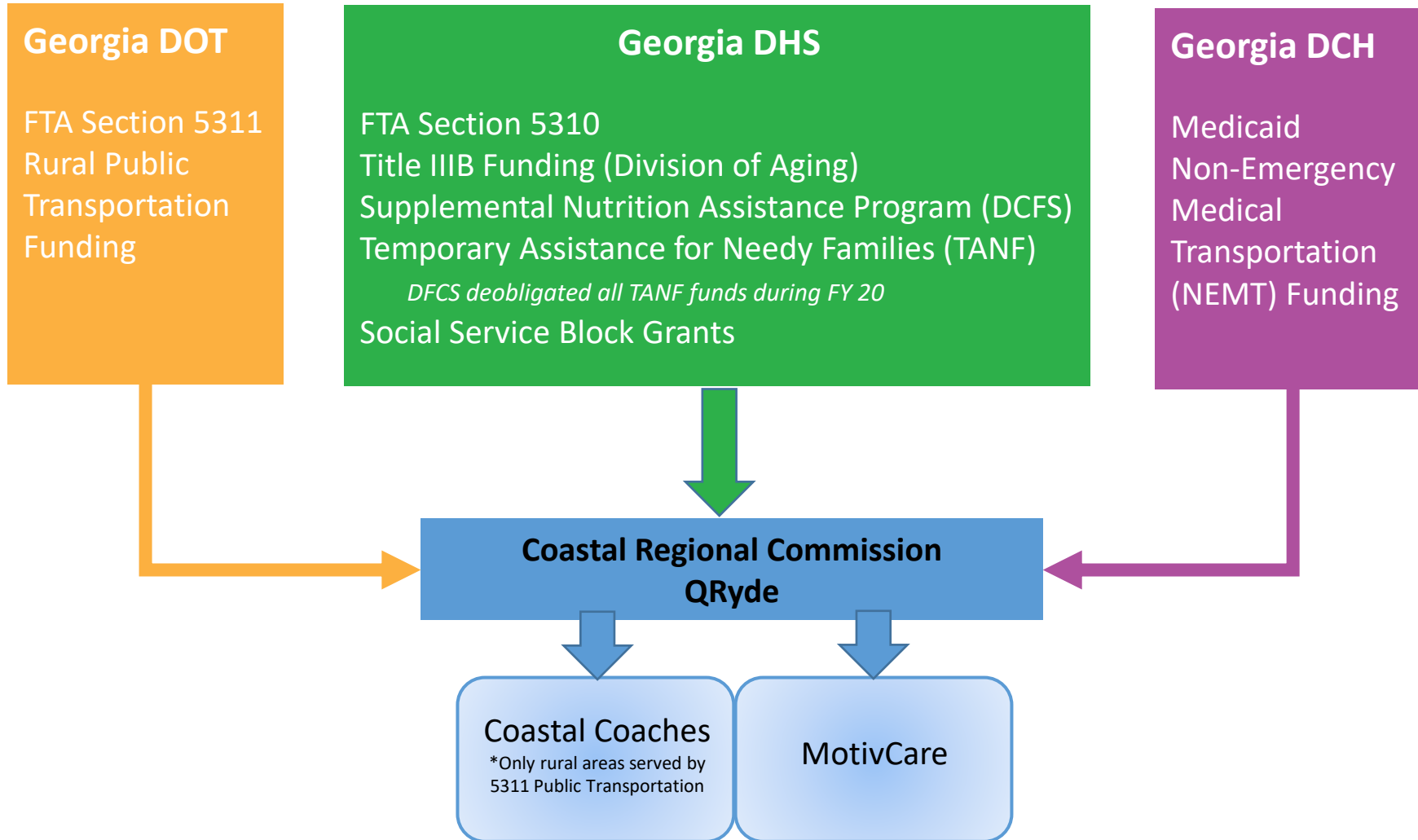


**Federal Transit
Administration**

RHST Pilot Operators & Contractors



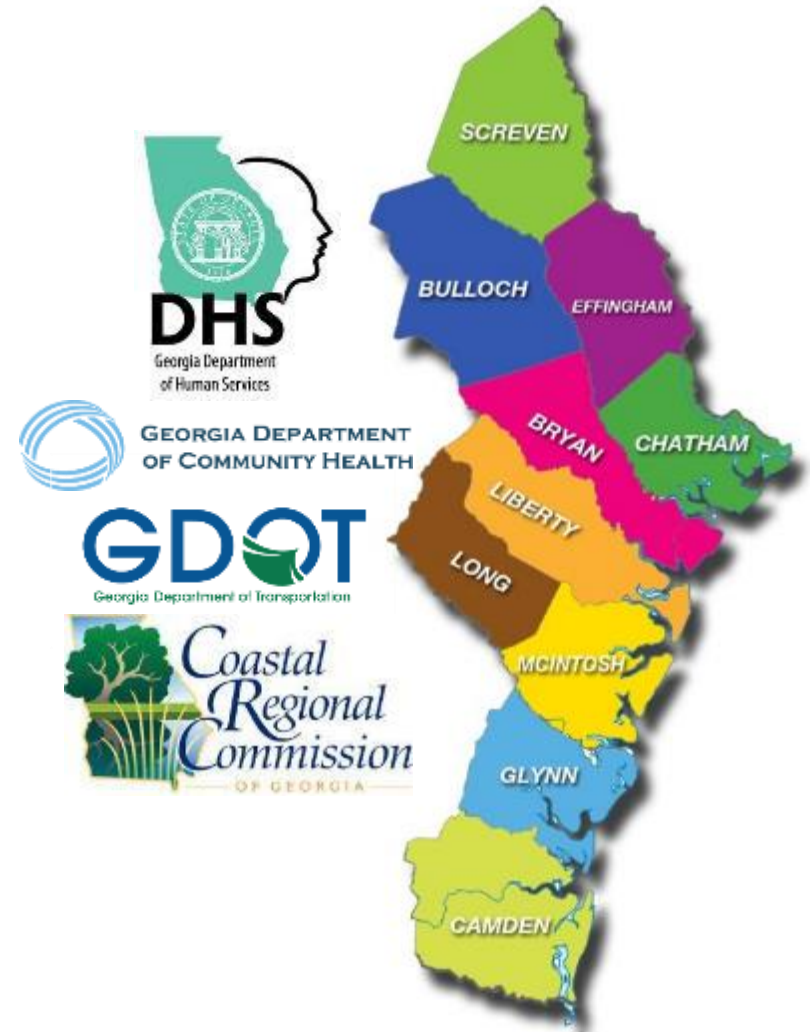
RHST Pilot Operators & Contractors



Rural Transit & Human Services Transportation Regional Pilot Program

Goals

- Fully coordinate rural transit and human services transportation at the regional level
- Improve accessibility and ease of use for riders
- Increase availability and delivery of services across county and regional lines
- Enhance partnerships



New GDOT Transit Mobility Manager Position

Position Overview

- Implement the Mobility for All Regional Pilot Project
- Coordinated GDOT's transportation service offering between DHS and DCH
- Update RHST Plan
- Design and Build Statewide Mobility Management Program
- Implement Recommendations from House Transit Funding and Governance Commission

Coordinated Rural Human Services Transportation (RHST) Plan Update

Matthew Wilson

COORDINATED PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION INTERIM PLAN

**ASSISTANCE PROVIDED UNDER FEDERAL TRANSIT ADMINISTRATION
PROGRAMS:**

**SECTION 5310, ELDERLY AND DISABLED
SECTION 5316, JOB ACCESS REVERSE COMMUTE
SECTION 5317, NEW FREEDOM**

**GEORGIA DEPARTMENT OF HUMAN RESOURCES
OFFICE OF FACILITIES AND SUPPORT SERVICES
TRANSPORTATION SERVICES SECTION**

**GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF INTERMODAL PROGRAMS**

RHST Plan Update

Purpose:

- Provides framework for coordination among Georgia's agencies interested in delivering mobility services

Background:

- Last updated in 2011 (RHST 2.0) as an update to the 2007 Plan
- Begin: July 2021 and End: July 2022
- Plan Horizon: 5 Years

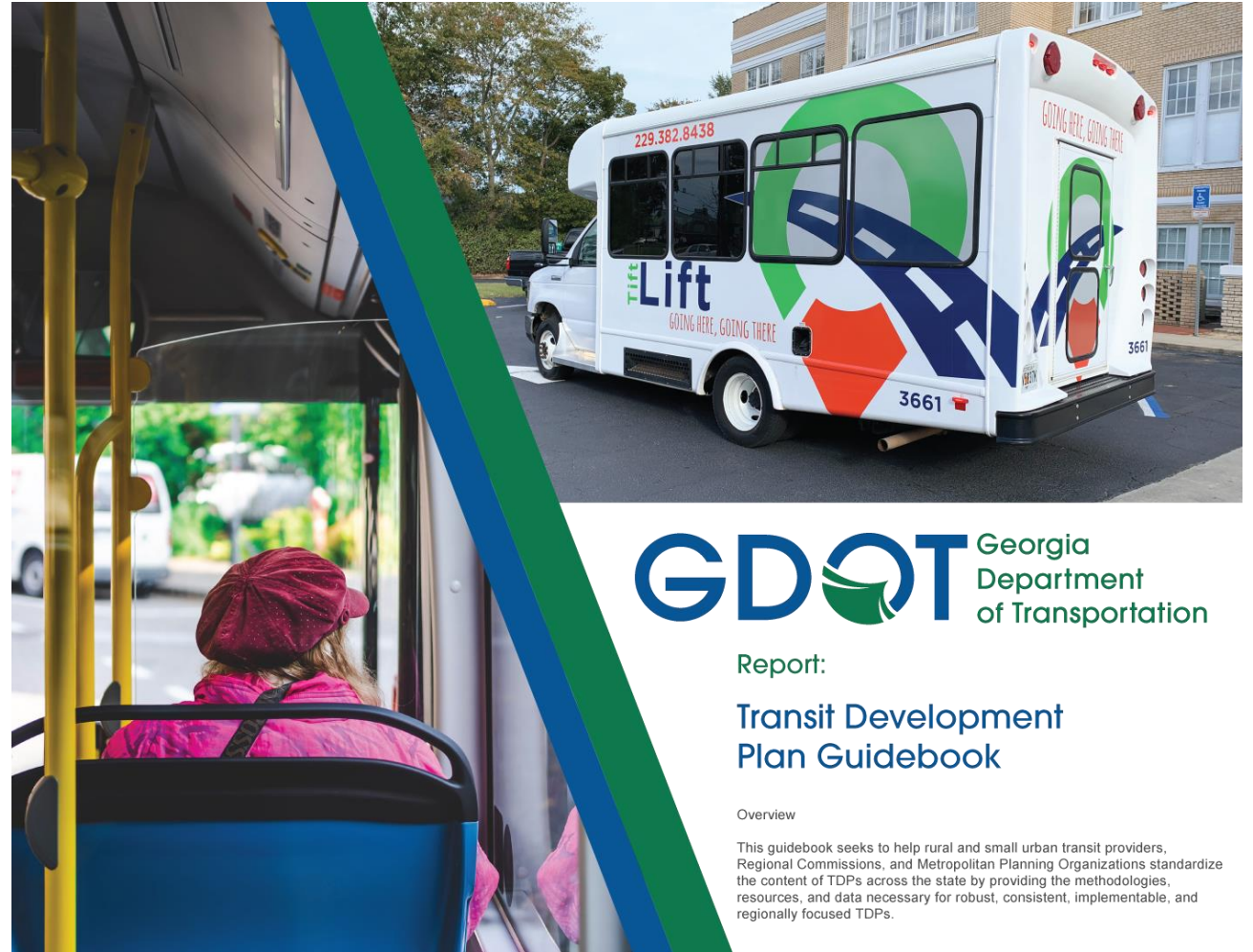
Sub-Recipient Involvement:

- Data
- Review Needs Analysis
- Regional Coordination Workshops: 12 meetings in each Regional Commission



GDOT Transit Development Plan Guidebook

Ashley Finch



GDOT Georgia
Department
of Transportation

Report:

Transit Development Plan Guidebook

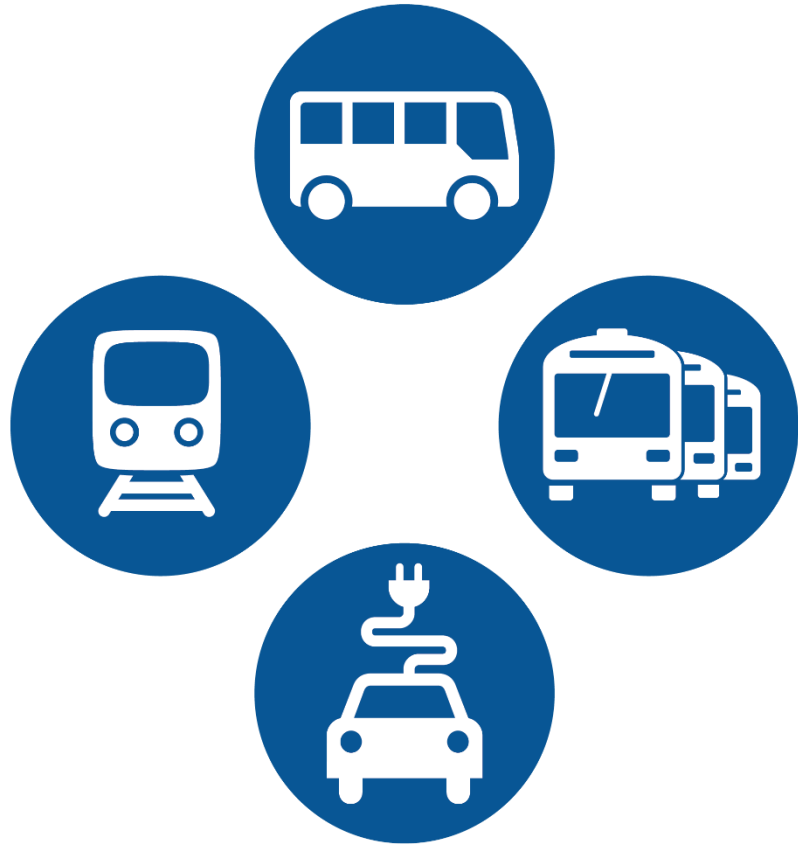
Overview

This guidebook seeks to help rural and small urban transit providers, Regional Commissions, and Metropolitan Planning Organizations standardize the content of TDPs across the state by providing the methodologies, resources, and data necessary for robust, consistent, implementable, and regionally focused TDPs.

TDP Guidebook Background

- Statewide Transit Plan identified regional coordination as a commonly expressed need including:
 - the expansion of rural transit to serve counties without public transit
 - regional partnerships to accommodate cross-county trips
- Regional TDP will allow counties and regional commissions to:
 - pool resources and staff
 - create plans to consider regional needs and travel patterns
 - focus on local transportation issues and concerns
 - identify implementable projects for funding

What is a Transit Development Plan (TDP)?



A TDP:

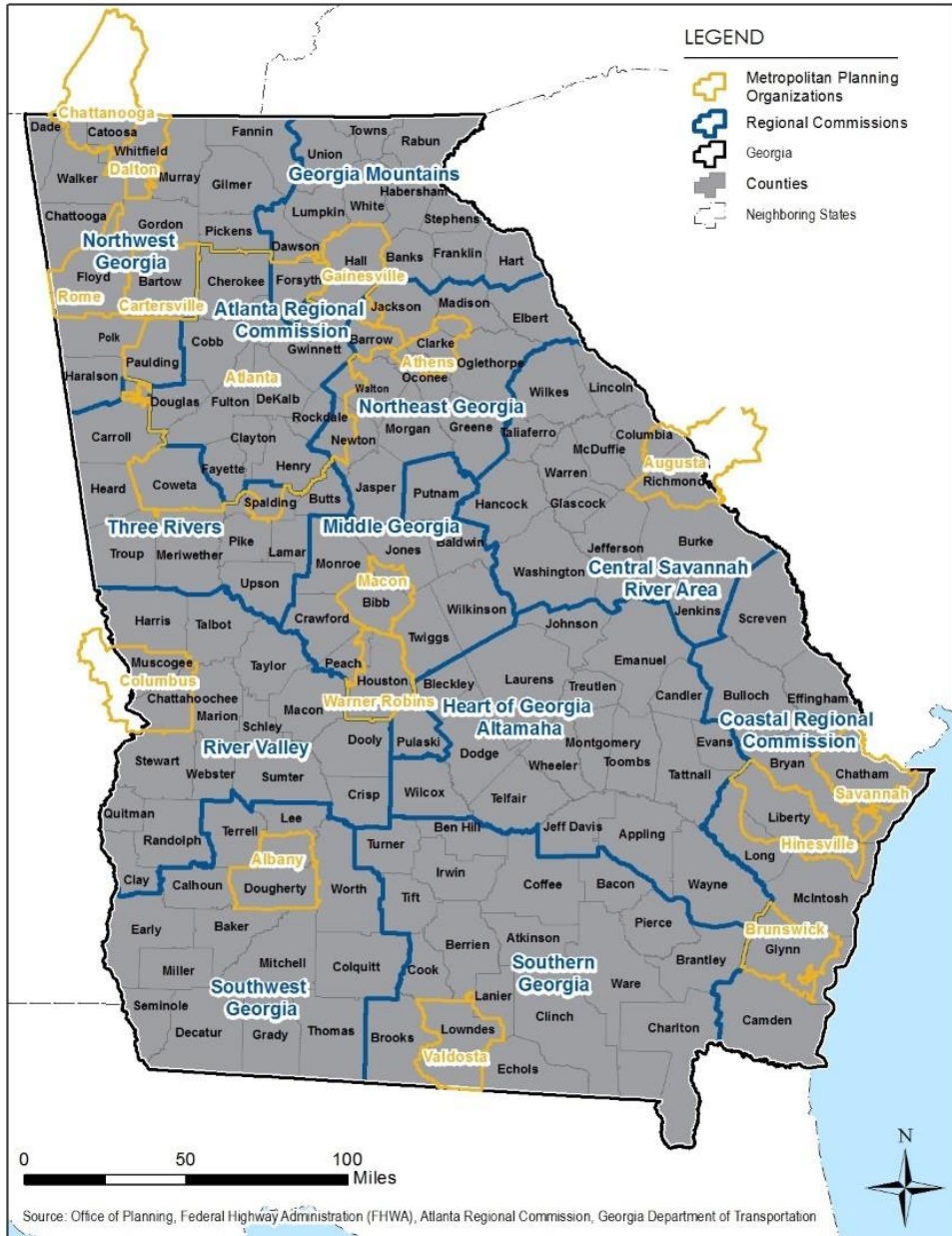
- Identifies transit needs and opportunities
- Informs future transit system investments
- Has a 20-year horizon year and 5-year renewal cycle

GDOT is producing a TDP guidebook based on national best practices and the recent GDOT Statewide Transit Plan effort.

TDP Guidebook Purpose

A TDP Guidebook will:

- Provide accurate, consistent, and up-to-date guidance regarding the development of a TDP to be used by Regional Commissions, Metropolitan Planning Organizations, small urban transit systems and rural transit providers
- Incorporate a toolkit to provide templates of key elements for guidance and use during TDP development
- Offer technical assistance for maintaining compliance with the laws and regulations associated with TDPs



Audience for TDP Guidebook

12

Regional Commissions

- Public agencies assisting local governments
- Coordinated and comprehensive planning
- Administer other state and federal programs

16

Metropolitan Planning Organizations

- Represent localities in urbanized areas with over 50 thousand people
- Prepare long-range transportation plans

80

Rural Transit Providers

- Provide demand-response service
- Nearly 1.8 million unlinked passenger trips

17

Small Urban Transit Providers

- Provide fixed-route bus and demand-response service
- 4.3 million unlinked passenger trips in 2017

Literature Review

A mix of **State, Local, and Other Plans** were reviewed to inform TDP Guidebook

State

- Florida
- Oregon
- Washington

Local

- Rome
- Jackson County

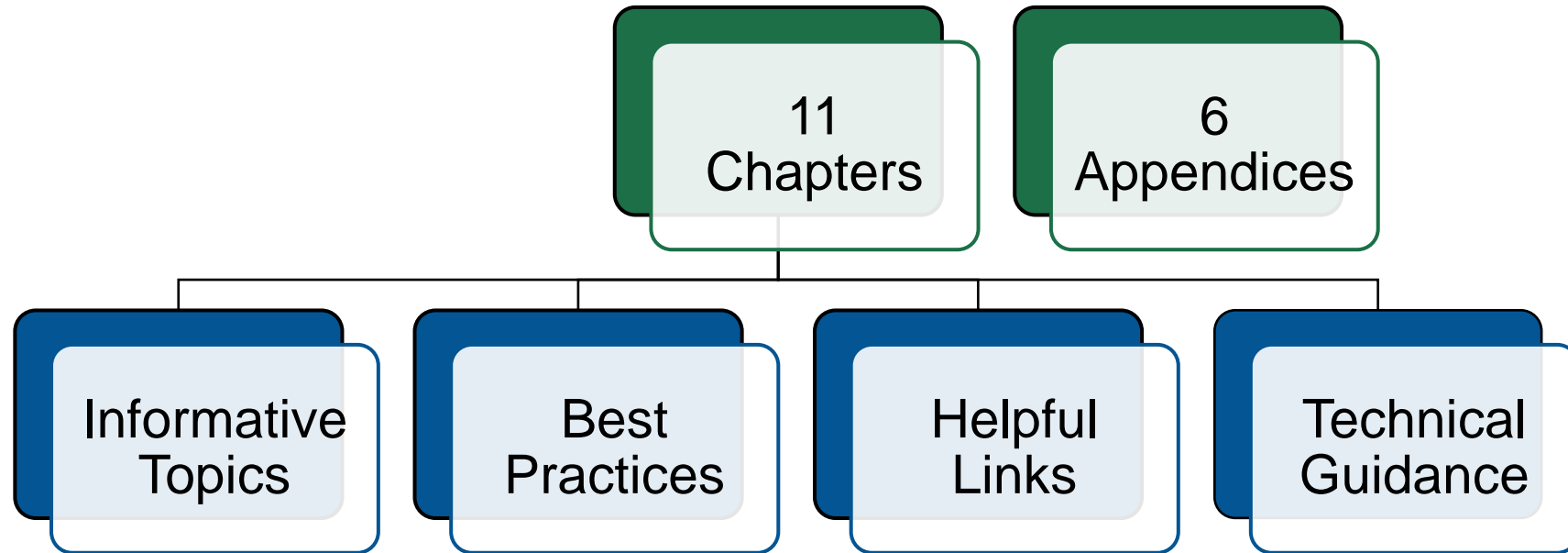
Other

- Northeast Georgia Regional Commission
- National Cooperative Highway Research Program

Some common themes of these plans include:

Peer Review
Coordination
Regional Focus
Transit Specific
Alternatives Development
Trending Urban
Visually Oriented
Funding Implications
Best Practices
Lessons Learned
Consolidation

Transit Development Plan (TDP) Guidebook Overview



Organization of the Guidebook

- 1 Introduction and Purpose
- 2 Getting Started
- 3 Local and Regional TDP Context
- 4 Public Participation Plan
- 5 Visioning & Goal, Objective, and Performance Measure Setting
- 6 Documenting Existing Conditions and System Performance
- 7 Needs Assessment, Identification and Analysis
- 8 Alternatives Development and Evaluation to Address Needs
- 9 The Financial Plan
- 10 Recommendations and Implementation Plan
- 11 Additional Considerations

List of Appendices

- A. References
- B. List of Existing and Upcoming TDPs
- C. Transit Providers in Georgia
- D. Regional Databases and Related Plans
- E. Example Public Information Materials
- F. TDP Financial Toolkit

Introduction and Purpose

Chapter 1

- Purpose of the Guidebook
- TDP Overview
- Organization of the Guidebook
- Reason for Conducting a Regional TDP
- Types of Regional Partnerships



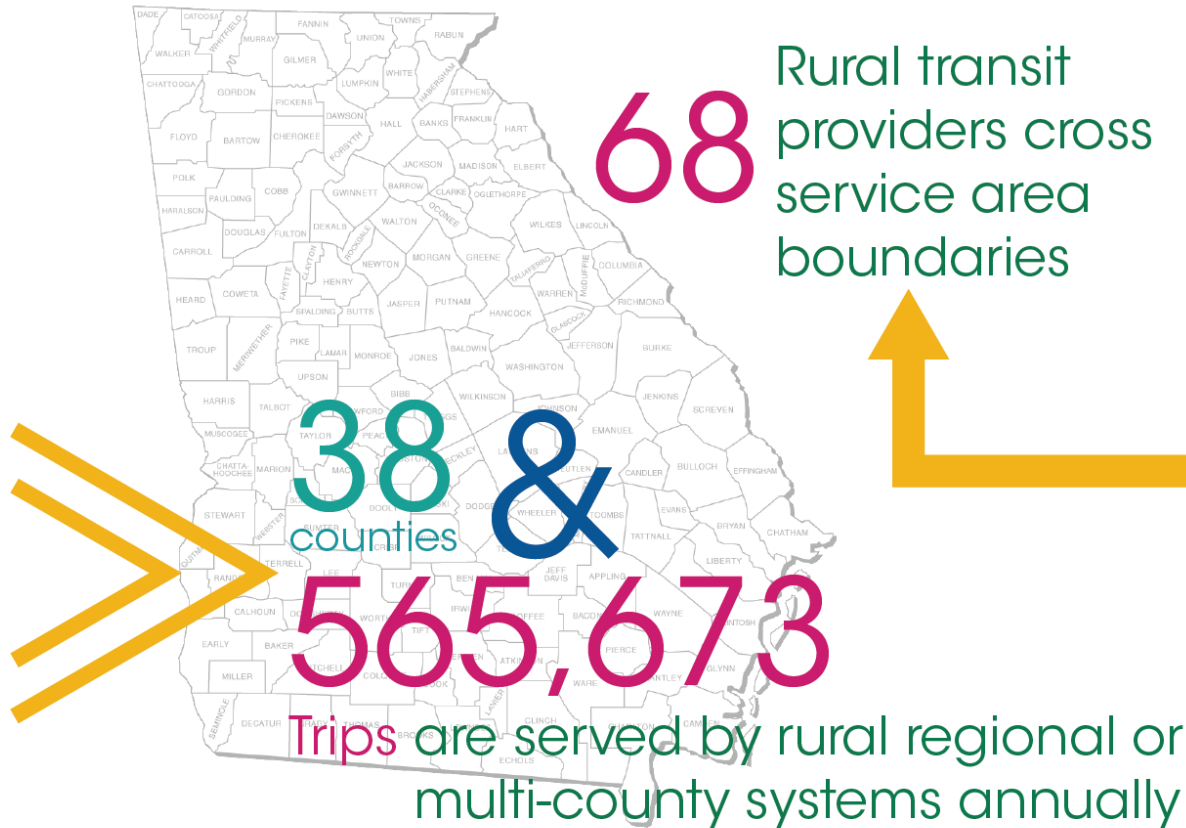
This chapter discusses the purpose, organization of the guidebook, and rationale for a regional TDP.

TDP Guidebook Purpose

This guidebook seeks to:

- Equip TDP producers with the **methodologies, resources, and data sources** necessary for a TDP
- Provide **up-to-date guidance** for the development of TDP
- Incorporate **toolkit of templates** for use during the development of the TDP
- Provide guidance on using a TDP to **facilitate regional collaboration, transit planning, and starting new services**

Why Conduct a Regional TDP?



- To coordinate cross-county trips
- Establish transfer points for riders
- To pool resources and manpower for regional transit planning
- Lay foundation for regional partnerships

Aspects of Regional Partnerships



Connection

Regional connection means multiple transit agencies working together while maintaining their individual identities and authorities.



Coordination

Regional coordination allows for one transit agency to provide services to a neighboring county. These services can provide inter-county commuter trips.



Collaboration

Regional collaboration entails multiple transit agencies making joint decisions with formal arrangements to provide for the management of other contractual relationships.



Consolidation

Regional consolidation involves multiple transit agencies in one region merging into one transit agency to provide transit services.

Getting Started

Chapter 2

- Scoping Considerations for the TDP
- Helpful Resources

Remember to Consider these Factors when Scoping a TDP:

- Geographic Area
- Provider Type
- Implementation of Transit

TDPs are recommended to have a 20-year forecast period and be updated every five years, with specific projects to be implemented within the first five years.



This chapter discusses the considerations for conducting a TDP, and the TDP scope and possible resources.

Helpful Resources for Developing a TDP



Funding

- FTA Formula Grants 5303 and 5304
- Grants support Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning



Technical

- GDOT Division of Intermodal Transit
- National Rural Transit Assistance Program
- Rural Passenger Transportation Technical Assistance Program
- Transportation Planning Capacity Building Website



Data

- U.S. Census Data
- Environmental Protection Agency EJScreen Tool
- TIGER/U.S. Census Shapefiles
- Georgia Department of Labor Area Labor Profiles
- Variety of local and regional datasets
- National Transit Database

Local and Regional TDP Context

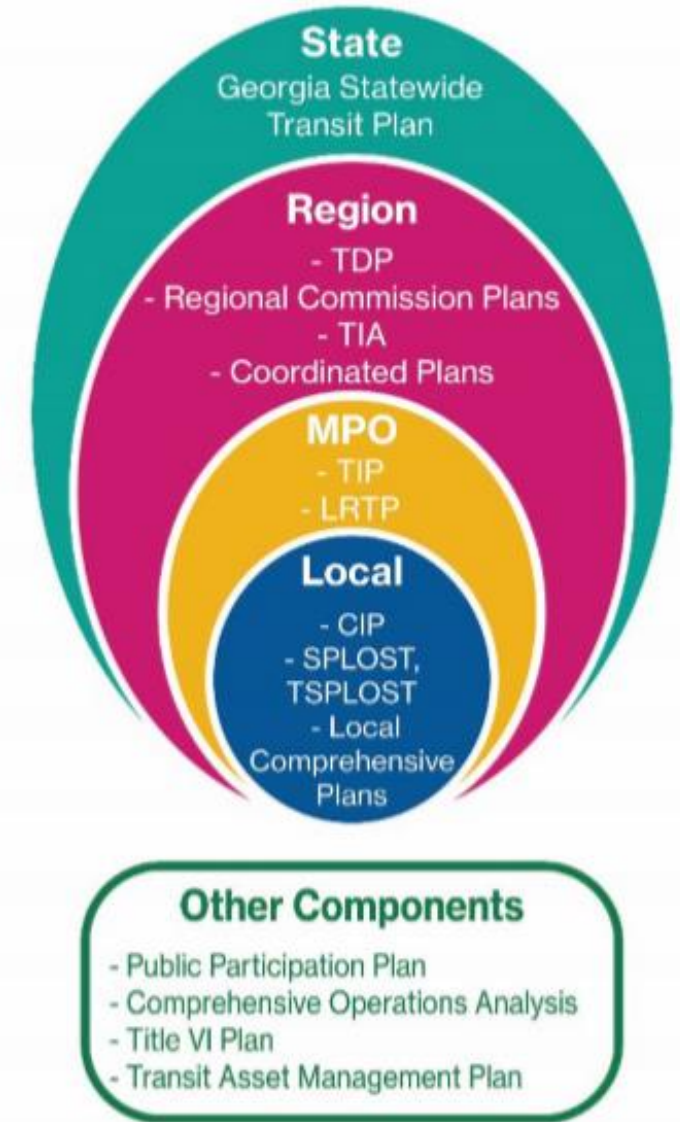
Chapter 3

- Service Area Background Elements
- Related Plans and Programs



This chapter discusses information that TDP producers should include in their TDPs to provide context as to why the provider is conducting a TDP.

TDP Related Plans and Components



Public Participation Plan

Chapter 4

- Public Participation Plan Elements
- Engaging Diverse Communities
- TDP Audiences for Engagement
- Public Involvement Strategies
- Outreach strategies during COVID-19 Pandemic

Possible TDP Audience Segments

- Business/Economic Development Organizations
 - Major Employers
 - Community Stakeholders
- EJ and Limited English Proficiency Community Groups
 - Environmental Groups
- Partner Agencies (Local MPOs; neighboring counties and municipalities)
 - Residents
 - Transit Users



This chapter discusses public and stakeholder involvement in the TDP development process including potential participation activities and who should participate in those activities.

Visioning & Goal, Objective, and Performance Measure Setting

Chapter 5

- Visioning
- Goals
- Objectives
- Performance Measures



This chapter discusses the purpose and practice of setting a vision and goals for transit as part of the TDP process.

Examples of Performance Measures Typically Used by Transit Agencies:

- Passengers per Mile
- Passengers per Hour
- Cost per Vehicle Hour
- Cost per Vehicle Mile
- Percentage of No-Shows
- Miles between Safety Incidents
- Cost per Trip
- Farebox Recovery

Documenting Existing Conditions and Performance Evaluation

Chapter 6

- Existing Conditions
- Sociodemographic Analysis
- Land Use and Development
- Travel Patterns and Origin-Destination Data
- Service Performance and Trends

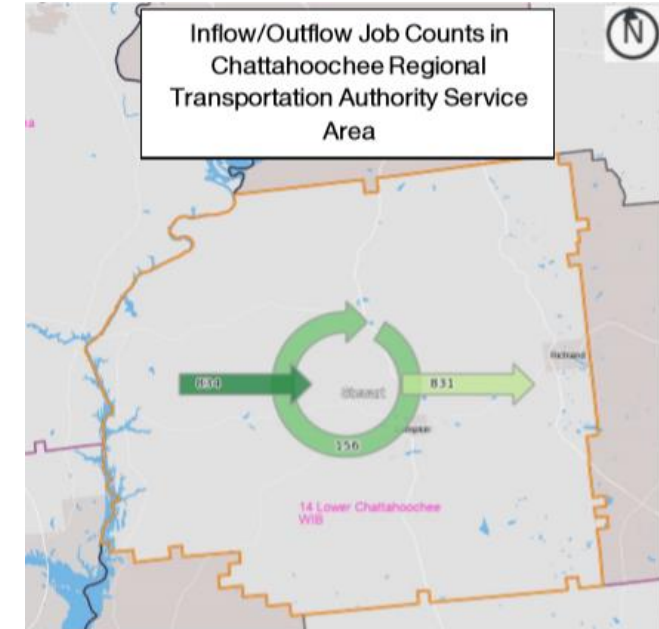


Table 5: Inflow/Outflow Job Counts in 2018

Inflow/Outflow Job Counts in 2018 (Private Primary Jobs)		
Employed in the Selection Area	990	100.00%
Employed in the Selection Area but Living Outside	834	84.20%
Employed and Living in the Selection Area	156	15.80%
Living in the Selection Area	987	100.00%
Living in the Selection Area but Employed Outside	831	84.20%
Living and Employed in Selection Area	156	15.80%



This chapter discusses the existing conditions and performance metrics of the transit service.

Needs Assessment, Identification and Analysis

Chapter 7

- Needs Assessment Definition and Elements
- Demographic Analysis and Transit-Dependent Populations
- Transit Need and Demand Quantitative Analysis
- Land Use and Development Trends & Stakeholder and Public Input

Needs Assessment



Defines gaps in services



Identifies unmet transit goals



Assists in development of project recommendations and investment requirements



Can be qualitative and quantitative



This chapter discusses the importance of the needs assessments and its typical elements.

Alternatives Development and Evaluation to Address Needs

Chapter 8

- Strategy Development
- Alternatives Development Process
- Forecast Demand and Fare Revenue



This chapter discusses the needs of a service area and alternatives to address those needs.

Alternatives Development Process

Develop Alternatives

- Create scenarios to address multiple needs and consider outcomes
- Create baseline scenario

Evaluate Alternatives

- Develop criteria
- Compare baseline scenario to all possible alternatives

Refine Alternatives

- Consider if alternative will adequately mitigate the need and address need more effectively than other alternatives

The Financial Plan

Chapter 9

- TDP Financial Planning
- Sources of Funding

Summary of Potential Funding Sources



Federal Funding Sources

- FTA Section 5307
- FTA Section 5311



Discretionary Funding Programs



Local Transit Funding

- Public-Private Partnerships
- SPLOST Funding
- TIA Funding
- Local Taxes
- Advertising Revenues



This chapter discusses the creation and use of a financial plan as a necessary section within the Transit Development Plan.

The Financial Plan

- Identifies and estimates operating and capital costs
- Identifies revenue sources
- Lists service, capital, planning and policy recommendations
- Produces funding plan
- Should contain list of unfunded needs



Best Practices

- Maintain full list of unfunded transit needs
- Present a financial summary presentation
- Create a marketing plan

Overview of Financial Toolkit

Located in Appendix F

- Excel-spreadsheet for structuring TDP financial Plans
- Suggest forecasting for a minimum of 5 years of operating and capital costs
- Toolkit results in:
 - Operating Cost Summary
 - Capital Cost Summary
 - Revenue Summary

GDOT TDP Guidebook Financial Toolkit

Transit Service

Key Variables	
Attributes	Costs in
Fixed Route Cost per Revenue Hour	<Enter Year>
Fixed Route Cost per Revenue Mile	\$60.00
ADA Paratransit Cost per Revenue Hour	\$4.50
ADA Paratransit Cost per Revenue Mile	\$75.00
Vanpool Cost per Revenue Hour	\$5.65
Inflation Rate for Operating Costs	\$0
Inflation Rate for Capital Costs	3%
Total Fixed Route Fleet Size	4%
Total Demand Response Fleet Size	5
	15

TDP Years

Enter Current Year	2020
Enter First Year of TDP Financial Plan	2021

The revenue summary tab is meant to allow the user to input multiple years of revenue data. The user should enter the revenue data for the current year and the first year of the TDP financial plan. The user should also enter the revenue data for the years 2020 and 2021. The user should enter the revenue data for the years 2020 and 2021. The user should enter the revenue data for the years 2020 and 2021.

Recommendations and Implementation Plan

Chapter 10

- Example Recommendations
- Implementation Plan Components



This chapter discusses common example recommendations for TDP producers with explanatory information about each of the recommendations.

Example Recommendations

Example Recommendations	Ease of Implementation*	Implementing Agency
Short-Term (1-5 Years)		
Expand Hours and Improve Transit Frequencies to Better Align with Workforce Needs	●	Region/Local
Expand Rural Service to the 37 Counties without Local Public Transit, with Emphasis on Regional Expansion, Starting with Regions where Local Planning and Support Exists	●	Region/Local
Enhance Transit Stops with Amenities and Ensure ADA Compliance	●	Local
Mid-Term (6-10 Years)		
Enhance Bus Driver and Mechanic Training Programs	●	Region/Local
Launch Regional Mechanic and Driver Sharing Program	●	Region
Implement Regional Shared Fleet and Dispatching Services	●	Region
Improve First-and-Last-Mile Connectivity	●	Local
Long-Term (11-20 Years)		
Deploy Mobile Fare Payment Options and Unify Fares among Providers	●	Region/Local
Provide Commuter Transit Service to Meeting Workforce Needs Outside of Metro Atlanta	●	Region/Local
Introduce High-Capacity Transit	●	Region/Local

*Green circles indicate projects that are typically easier to implement vs. red circles that suggest those recommendations which are more difficult to execute.

Implementation Plan Components

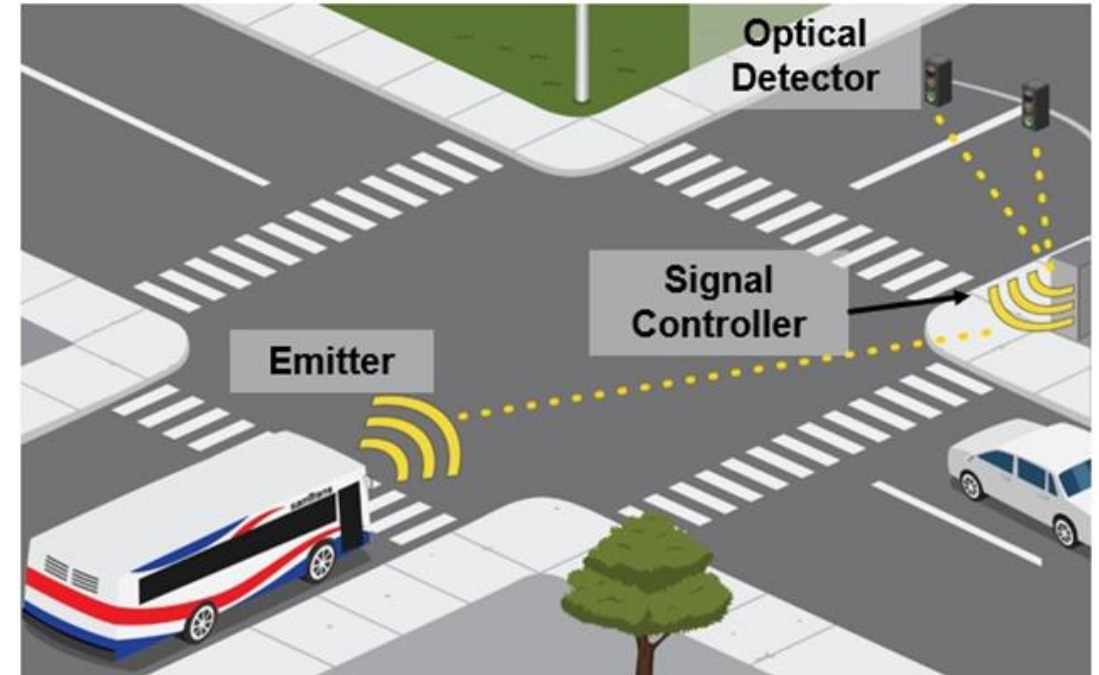
Implementation Plan Components:

- Final project listing for implementation
- Project sponsor
- Funding sources and costs of project (see **Chapter 9.0**)
- An agreement between partner agencies
- Additional public and stakeholder outreach
- Detailed project schedules with timeframe for implementation

Additional Considerations

Chapter 11

- Transit Technologies
- Human Services and Public Transit



This chapter discusses additional topics to be considered and/or added to the TDP.

Next Steps

Guidebook:

- Draft Guidebook is complete and GDOT is currently reviewing Final Plan
- The TDP Guidebook will be available on the GDOT Transit website when finalized

TDP Planning Assistance Opportunity for Regional Commissions:

- GDOT will fund two Regional TDPs
- Regional Commissions will submit Letters of Interest
- Opportunity provides full staff support for transit planning and technical services to develop a regionally focused TDP based on the Guidebook
- Provides opportunity to develop implementable projects and cost estimates that will assist a Regional Commission in developing grant applications

For further information:

Contact

Matthew Wilson: MaWilson@dot.ga.gov

Ashley Finch: AFinch@dot.ga.gov

Intercity Bus Service Analysis

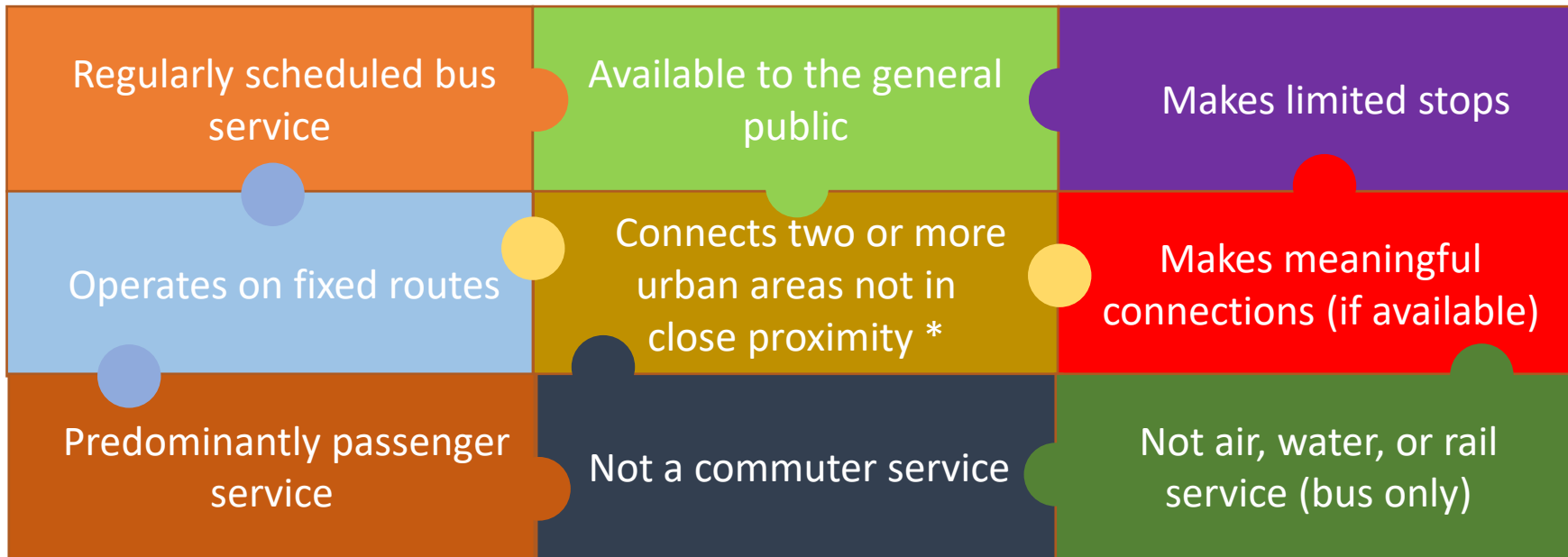
David Thompson



Intercity Bus Service

“Regularly scheduled bus service for the general public which operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, which has the capacity for transporting baggage carried by passengers, and which makes meaningful connections with scheduled intercity bus service to more distant points, if such service is available. Package express service may also be included if incidental to passenger transportation. Intercity service is not limited by the size of the vehicle used or by the identity of the carrier.”

Characteristics of Intercity Bus Service



* “urban” area is defined as a place with a population greater than 2,500.

FTA Section 5311(f) Intercity Bus Program

- 15% of a state's annual Section 5311 to support intercity bus service;
- Unless the Governor certifies that all rural intercity bus needs have been met.
- States are allowed to submit partial certification if less than 15% is needed to provide intercity bus service.
- Georgia has not issued a full or partial certification.

What are the Objectives of 5311(f)?

- Support the connection between nonurbanized areas and the larger regional or national system of intercity bus service;
- Support services to meet the intercity travel needs of residents in nonurbanized areas; and
- Support the infrastructure of the intercity bus network through planning and marketing assistance and capital investment in facilities.

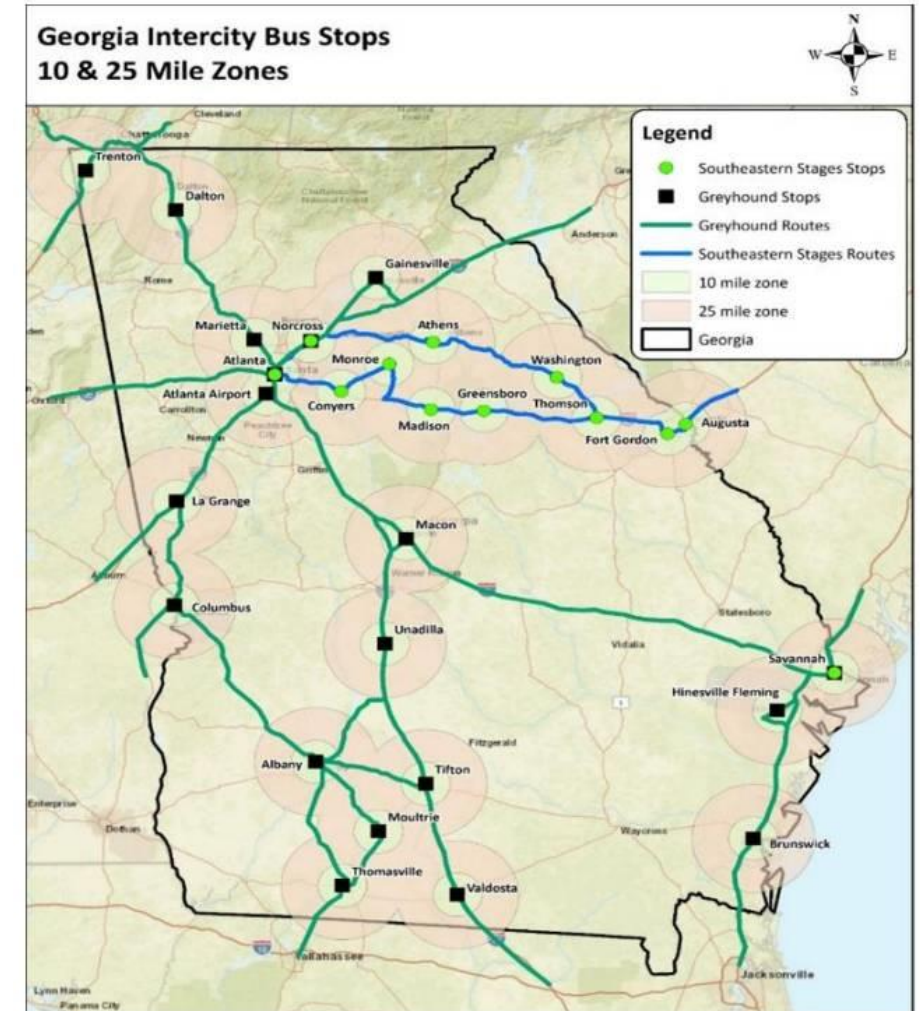


Intercity Bus Service in Georgia

Currently 28 Intercity Bus Stops in Georgia:

- Greyhound provides the largest coverage area in Georgia (19 locations)
- Southeastern Stages offers service mostly in northern Georgia (12 locations)
- Megabus offers service to 2 stops in Georgia: Atlanta and Athens*

* Does not participate in 5311(f) program



Georgia Statewide Transit Plan (SWTRP)



7 out of 27 Intercity Stations Served by Fixed Route Local Transit

17 Intercity Stations Served by Rural Demand Response Transit



Need for Greater Regional Transit Service and Strategic Connections



SWTP Goal: Connect intercity service with local public transit systems.

Intercity Bus White Paper

- Prepared in October 2020
- Provides assessment of intercity bus needs;
- States utilizing the Governor's certification is required to perform such an assessment no more than 4 years prior to the date of certification.
- Summary of findings that document 5311(f) certifications, certification frameworks & funding processes using other states as examples.



Project Evaluation Analysis

States varied on criteria used for project evaluation

- California, Florida, Indiana, Kentucky, North Carolina, South Carolina, Virginia
- Possible criteria included:
 - Direct benefit to significant number of riders
 - Qualities of proposed service
 - Connection to existing services
 - Adequate capital
 - Performance measurements



Framework

- Outlines potential framework to identify potential metrics for evaluation and prioritization of GDOT's 5311(f) capital projects.
- Because operating expenses are not eligible* for 5311(f) funds, the framework focused on capital projects.
- Capital projects can include:



Construction



Rolling Stock



Bus Shelters



Technology and
Safety/Security
Equipment

**Based on Georgia State Management Plan*

Recommended 5311(f) Intercity Bus Project Evaluation and Prioritization Criteria for GDOT

The Framework Identifies Potential Metrics For Evaluation And Prioritization With 15 Proposed Criteria Within Eight General Categories

CATEGORIES

- Connectivity
- Cost
- Environment/Health
- Marketing
- Facility Need
- Vehicle Need
- Provider Capabilities
- Transit Coverage Area Need & Demand

Intercity Bus Analysis - Next Steps

Intercity Bus Service Study - Completion Date: December 31, 2022

- 1 Evaluate Existing Conditions and Service Routes
- 2 Conduct Needs Assessment and Market Analysis
 - Survey Stakeholders
- 3 Develop Service Alternatives
- 4 Cost, Benefits, and Impacts Evaluation
- 5 Final Report

Contact Information

David Thompson: dathompson@dot.ga.gov

QUESTIONS

Matthew Wilson

- Rural Human Services Plan Update
- Mobility for All Pilot

Ashley Finch

- Transit Development Plan Guidebook

David Thompson

- Intercity Bus Analysis



15-MIN BREAK

Coming Up Next:
“Small Urban Roundup” @ 3:15 PM
“Let’s Talk Data” @ 4:15 PM